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Hawaiian Gazette.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS.

W. N. ARMSTRONG, EDITOR.

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TWO WERE HURT

Engineer and Fireman Injured in
a Head on Collision.

BAD ACCIDENT ON RAILWAY

Regular Train and Switching Outfit
Mixed Up—Men in Hospital.
Damage to the Property

About the worst accident the Oahu railway has ever had on the line out of Honolulu occurred yesterday morning a few minutes before 7 o'clock. There was a head on collision between the incoming early train and a switch engine with a couple of cars in tow. Two persons were seriously injured. These were respectively the engineer of the switch engine and his fireman. Their names are Louis Myers and Antonio Barba. Myers was at the throttle. The pair were jammed between the light shifting locomotive and the heavy private passenger coach Pearl. The engineer had his left leg fractured in two places—above and below the knee. It is not believed that amputation will be necessary. Barba, the fireman, had his left leg below the knee so badly broken and crushed that the operation of removal was performed at once. Both men are at the Queen's hospital and as patients are in good condition. Myers, the engineer, shows great fortitude, bearing his severe pains without complaint. Barba seems to have been quite demoralized by the shock.

There was not the slightest reticence on the part of the railway officials concerning the accident. Superintendent Denison was an eye-witness and readily gave his story. The uptrain, due at 6:50, was about on time and was entering the yards at the usual speed. Bert Hughes was engineer and Mr. Billman was in charge as conductor. They had asked for orders at Moanalua, but there were no orders for them, and they came ahead, as is customary. The train consisted of four cars of sugar, about fifty tons in all, a canopy top car (open) and a passenger coach, and filled with passengers, including many city residents who had been spending Sunday down the road. At what rate of speed the train entered the yards will ever be a guess. The engineer and fireman could have no sight of anything else on the main line till well upon it, as there is a pronounced curve at the lower end of the yard and at the edge of the swing a house with trees and shrubbery, further obstructing the view. The switching crew happened to be at the lower end of the yard with a small engine, the car Pearl and a canopy top. It appears that these workers thought they would have time to get their cars into a siding and get out of the way before the train came along on the main line. It was a very tight calculation on time, but probably there would have been no accident had there been a dry track. As the whistle of the incoming train sounded the switching men made their best efforts to back out of the way, but the track was slippery. The engineer of the regular train threw on the air brakes. The train slowed up perceptibly, but it was too late to avoid the accident, the wet track again being an important factor. Superintendent Denison saw the mix-up, shouted back to the depot for the clerk on duty to telephone for doctors and hastened to the scene of the wreck.

The speed of the train and the weight behind the locomotive were many times a match for the obstruction. The little switch engine was practically stripped. All that remains for the inquest of the mechanics was the boiler with engine. The cab was knocked into toothpicks, all the small parts carried away, and the little shifter was a sight. The switch engine was thrown into the Pearl with great violence. The impact knocked a pair of trucks from under the canopy top behind the Pearl. A few hundred dollars will cover the damage to the President's private car, but its beauty is gone for the time being, its appearance now being decidedly disreputable. Both platforms are broken into kindling wood, one of the overhanging top ends is crushed like cardboard, a small part of the heavy interior work at one end is parted and much glass is shattered. Myers and Barba were caught between the switch engine and the Pearl. They were quickly taken from the jam and hurried to the hospital. At the point of collision the air was for several minutes white with steam from the switch engine. There was a regular shower of splinters and coal. With the hissing and the warm wave there were many men at hand to undertake rescue work on behalf of Myers and Barba. An ordinary wagon was used to transfer the injured men for treatment. Use of such a vehicle will not be necessary again. The company is having completed in the carpenter shop a modern ambulance for use on just such occasions. It will be arranged to be used as a trailer behind a hack. Stretchers such as the company keeps at hand, were brought from the depot.

The damage to the engine of the incoming train was astonishingly light. Not even the headlight glass was broken. In the whole train only one

portion of a drawhead yielded to the collision. At the front end of the passenger coach glass was broken and a lady aboard had an arm slightly cut.

A thorough shaking up was given the passengers. They will not forget the collision in a hurry. Chas. S. Crane was standing on a platform conversing with a train acquaintance. Says Mr. Crane: "The man I was talking to disappeared when the shock came. Where he went to I don't know. About five minutes afterwards I met him again and he was brushing his clothes and lighting his cigar again. As for myself, I took a dive, caught something and held on. I saw the Japs sailing out of the open car like birds starting on a flight. I helped with the injured fireman and engineer till someone came along and told me that my mother and sisters had seen the accident from our home and thought I was hurt. Then I hurried to them."

Jock Carter said he thought he'd been struck by a flying wedge, a foul ball or a bat. In a second, however, he realized the situation and was one of the hardest working helpers.

Henry Meemano, messenger of the Foreign Office, was "asleep at the switch," in the passenger coach. He says he heard glass breaking and felt that he had been hit with a document from the Mikado or something of that sort. Along with Henry was Rev. J. Ezeera. They both escaped without a scratch.

Engineer Hughes, of the regular train, and his fireman, both thought it better to stand by their places than to jump. Hughes is credited with having plenty of nerve and good presence of mind.

Barba, the fireman who has lost a leg, asked to have his shoes taken off. Myers made the same request. The shoes were cut off. Neither man could undertake to say why he did not jump. They seemed to have time to get out of the way.

At one time the clothing of Barba was on fire and a Japanese threw water on the flames. Barba's first thought was of his aged mother, to whom he is an affectionate and dutiful son. Says he: "Don't tell my mother I have been hurt. When she comes with my clothes tell her I have gone down the road on an extra trip." The grief of the mother over the hurts of the young man is heavy. Barba had his face badly marked, it being required to take three stitches below one of his eyes to close an opening in the skin and flesh. He has not been with the road a long time. Myers is one of the old employees.

Debris of the wreck was soon cleared away. In fact inside of thirty minutes two trains were sent down the road. The switch engine will be practically rebuilt. An investigation into the affair will be held by the railway company or officials. The curve that is to some degree responsible for the accident was sent down the road and passengers on trains coming in later were on the lookout, while the engines gave much more warning whistle than usual.

THE GENERAL BEATEN.

Sumsal Dilemma of Mrs. S. M. Ballou's Father.

LOUISVILLE, Ky., Dec. 30.—Gen. Basil W. Duke, the well-known Confederate General, had an exciting experience with a burglar just before daylight at his home, 212 East Broadway, today. He was awakened by a noise and sprang out of bed, but went into the arms of a lurching negro, who pressed a revolver to Gen. Duke's head. Gen. Duke sprang back, but the burglar kept him covered. Finally the negro said, "Now, if you don't want to be killed, you back right there to that bed and sit down. If you move another step or reach for a gun I'll kill you on the spot."

Gen. Duke was totally unarmed and in the power of the negro, and so the only thing to do was to obey. When he had reached the bed and sat down the negro, who had not lowered the pistol, expressed his intention of getting out of the house with his booty. Accordingly he gathered up some clothing and some money, and, backing to the door, sprang through and down stairs, making good his escape, while the General, who rode with Morgan, put his head out the window and yelled lustily for help.

(Mrs S. M. Ballou of this city is the daughter of Gen. Duke.)

PHILIPPINES TELEGRAPH.

The transport Morgan City will carry on her next trip to Manila 325 miles of telegraph wire, with a corresponding quantity of material to erect that much line, sufficient equipment for five construction and repair parties, equipment for forty separate telegraph offices and four and one-half miles of submarine cable. The chief signal officer of San Francisco, Col. Green, procured the entire outfit, in compliance with instructions from the War Department at Washington, purchasing everything needed at an outlay of about \$10,000. The outfit is complete in every detail, the proposed lines being so far remote from the base of supplies that the equipment had to be made complete in all that is needed in and out of a telegraph office. This seems to indicate that the Government intends to establish communication with the interior of the islands as its force advances.

NEAR A FINISH

Battle of the S. S. Australia
With Heaviest Weather.

WORST STORM SHE HAS MET

A Broadside Wave Left Its Marks
The Damage—Saloon Flooded.
Lights Out—Panic.

(Examiner.)

ALONG THE WATER FRONT, Jan. 8.—The steamer Australia arrived from Honolulu this afternoon very much the worse for wear. The Australia had been in the thick of the storms which have raged over the coast since Weather Bureau Hammon has been made a professor.

The steamer came into port with a heavy list to starboard, with forty feet of her port rail gone, windows smashed and part of her hurricane deck sticking up.

The steamer was caught in the worst storm that she has ever encountered and for a time it appeared to those on board that the vessel was going to the bottom. After struggling with the waves for two days, one big sea struck the steamer broadside on, and came near finishing her. A great deluge of water boarded the steamer amidships and spread along the deck. The heavy rail was smashed as if it had been so much playstem. Stanchions were twisted out of shape, the hurricane deck forced upward and the great flood of water went pouring down below. The saloon was flooded, the lights in the engine-room and fire-room were put out and for a short time panic prevailed on the steamer.

WOMEN WERE BRAVE

There was a merry party on the Australia coming back from Honolulu. It comprised Captain Taylor, the well-known San Francisco capitalist, and his three daughters, Mrs. J. S. Walker and Mrs. J. L. Bradbury. Captain Taylor is an old salt of the sea, who has laughed at many dangers. His three young daughters inherit his courage and they showed themselves to be made of the proper stuff when the occasion required. When it appeared to the passengers that their last night on earth was on hand and that the Australia was wallowing in the sea preparatory to plunging beneath the waves, how first, the three young ladies exhibited the utmost courage.

Mrs. Bradbury occupied the bridal chamber, which is located on the port side amidships. The wave that came very near sending the Australia to the bottom broke the window in her room and came crashing down through the roof. Mrs. Bradbury gives a graphic account of what followed.

"I was suddenly awakened," she said, "by a terrific crash. I had been sleeping comfortably and was dreaming of the days of my childhood. In my dream I was in swimming. In jumping up I received a most terrible whack on the back of my head. I sprang out of bed and found myself almost knee deep in water. I lost no time in getting out into the saloon and I rushed to the room occupied by Miss Tibble Taylor. Three ladies arrived there about the same time. There was a great noise on the deck. Men were rushing to and fro. Orders were being given in hoarse voices and we did not know what was going to happen.

"If I looked as I felt when I reached Miss Taylor's room I must have been a fright. That the ladies were alarmed goes without saying, but Miss Taylor took one glance at us and then burst out laughing. There was something weird about that laugh, but its merriment was infectious. Captain Houdlette came dashing into the cabin a few moments later to assure us that everything was all right, but when he saw our condition he said that we were all right and hastened away to quiet the fears of the other passengers."

"I was not much alarmed," said Miss Tibble Taylor, "because I had the utmost confidence in the officers. We did not know that the lights in the engine and fire-rooms had been put out, and it was a good thing that we did not. The officers behaved splendidly and I think the women did, too."

Pilgrimage of Knights.

About a dozen members of the order of Knights of Pythias will leave by the Kilauea for Hilo this morning. The mission of the party is to establish at Hilo

a lodge of Knights of Pythias, for which the charter was received from the States some weeks ago. At the head of the Honolulu delegation is H. E. Waitt, representative in the Hawaiian Islands of the head of the order. The party will include about eight members of Mystic Lodge and four of Oahu. They will be joined at Hilo by members of two lodges on the island of Hawaii and it is expected by Fred Waldron, P. C., manager of the Volcano house.

CHAMPAGNE FOR SICK SOLDIERS.

According to instructions received here recently from Washington, the Commissary Department, U. S. A., will send a quantity of champagne with every transport leaving port for the use of sick soldiers on the voyage. The beverage will be furnished only when ordered by the physician at the expense of the Government to enlisted men, while officers will be charged for what they require.

SAVE THE MINAH.

A Citizen of Oloa Writes of the Lively Bird.

Editor P. C. A.—In a recent issue of your paper I notice a paragraph in behalf of the mynah it being stated as the opinion of the Secretary of the Board of Agriculture, Mr. Clarke, that this bird is of immense value to Hawaiian agriculture. May I beg space for a few words confirmatory of Mr. Clarke's opinion. Since my stay in Hawaii I have had excellent opportunities to observe the habits of the mynah in the coffee districts of Oloa, in Hilo and in the adjoining sugar plantations, and I feel sure that the benefits conferred by the mynah far outweigh the injury it does. The mynah prefers an open country to forest and settled districts to the wilderness. It is therefore exceedingly abundant on the sugar plantations and in all pasture lands. If anyone doubts the value of the mynah in such localities he has but to shoot a few and examine the stomachs. These will be found crammed with insects, most of which are positively injurious to the farmer and the cane grower.

On the other hand the orchardist and the small fruit grower have room to dislike the mynah for while they profit by the war it wages upon insect pests they lose by its fondness for fruits, especially figs. So too there seems to be just ground for complaint against the mynah in Oloa where it is generally believed, probably not without good reason, that the mynahs carry into the coffee patches the seeds of Hilo grass and of other weeds. The birds thus prove a serious nuisance since they add materially to the annual cost of weeding.

The course that naturally suggests itself is to kill the birds where they do injury and preserve them where they are beneficial. In this connection I may state that the dead bodies of two or three mynahs hung in a fig tree have a wonderful effect in destroying the appetite for figs of their sorrowing relatives. The mynah is a "knowing cuss," as Artemas Ward called the crow, and is quick to read an object lesson.

In conclusion like every other bird in its relation to agriculture the mynah has good and bad traits, but I believe with Mr. Clarke that when everything is summed up the balance will be found to be largely in the bird's favor and that, now it has been introduced into these Islands it should be preserved.

The selection of birds for introduction to these Islands is a matter that should receive the most careful attention, and no species should be allowed to be imported that has not been sanctioned by authority.

Already several species have been introduced that should have been most carefully excluded.

Here an ounce of prevention is worth an unlimited number of pounds of cure.
H W HENSHAW
Oloa, Hawaii Jan 14 1899

STEAM TONNAGE

America's total steam tonnage amounted at the end of last quarter to 6,712 vessels of 2,371,823 tons, compared with 6,599 vessels of 2,358,558 tons for the previous year. The vessels sold to the Government were all steam vessels, so the true increase is greater than the figures indicate. Sailing vessels have decreased from 1,904,153 tons for 1897 to 1,835,827 tons for 1898. Documented canal boats and barges amount to 542,988 tons, compared with 506,809 tons for the previous year. The returns show that during the first quarter of the current fiscal year, to September 30, the capacity of the vessels built, and officially numbered, was 83,191 tons, compared with 26,805 tons for the corresponding period of last year. It is added that probabilities point to a considerably larger aggregate output between this date and June 30 next, than in any year for a quarter of a century past, with the exception of 1890-91.

CLASH AT ILOILO IS IMMINENT

Conflict of Arms Between Americans and the Insurgents.

ORDERS HAVE BEEN SENT

Supremacy of the United States Will Be Maintained.

OLD GLORY FLOATS AT HAVANA

Cubans Are in Bad Temper—Treaty Goes to Senate—Cable—H. C. Mrs. Botkin—Fighting in Egypt.

CLASH SEEMS CERTAIN.

SAN FRANCISCO, Jan. 7.—The situation in the Philippines is serious, and an armed conflict between the American troops and the Filipino bands is imminent. A crisis had been impending ever since the news of the session of the group by Spain to the United States had been received by Aguinaldo and his adherents, but the event was precipitated by the surrender of the town of Iloilo on the island of Panay, by Gen. Rios to the insurgents before the troops under Gen. Miller could reach the place and occupy the city. When he arrived he was denied admittance by the Filipinos, who menacingly warned the American commander that if armed men landed it would be impossible to prevent a conflict. Gen. Miller allowed the insurgents twenty-four hours in which to evacuate the town, but it appears from subsequent events that he did not take any steps to execute his orders. This was undoubtedly in obedience to the policy of this Government, which desires to use persuasion rather than force to secure its ends, although at this writing it looks much as if heroic measures would be taken should the Filipinos not submit to the authority of the United States.

In response to a communication from Gen. Otis, in command of the military forces in the Philippines, President McKinley telegraphed a proclamation to the inhabitants of the islands which was at once made public, but which did not suit the views of their leaders in that it held out to them no assurance of independence. The tone of that document was kindly but firm. The President set out that as a result of the victory of the American arms at Manila and the signing of the treaty of peace at Paris the sovereignty of the Philippine Islands had passed to the United States, and that until Congress had decided upon the form of their government the group would remain under military control which would be extended as rapidly as possible. He, however, assured the people that local liberties would be respected and private property rights would be protected. In closing the President distinctly stated so that no mistake might be made: "In the fulfillment of this high mission, supporting the temperate administration of affairs for the greatest good of the governed, there must be seriously maintained the strong arm of authority to repress disturbance and to overcome all obstacles to the bestowal of the blessings of good government upon the people of the Philippine Islands under the free flag of the United States."

In anticipation of the insurgents turning a deaf ear to the counsels sent from Washington the Administration decided to reinforce Gen. Otis as soon as possible and six regular regiments have been designated for this object. They are the Fourth, Twelfth and Seventeenth infantry, which are to sail from New York on the transports Mobile and Mohawk in a few days and the Twentieth, Third and Twenty-Second infantry that are to embark for Manila from this port when transportation can be secured. At present only the transport Scandia is here, and she will not be able to sail until the 17th at the earliest. Meanwhile fourteen other transports sent from this port during the war are lying in Manila harbor, supposedly waiting to return the volunteers whom it was proposed to send home before the crisis came to a head.

Meanwhile the Government has become convinced that words without at least a show of activity will have no effect on Aguinaldo, who has disam-

SHIPPING INTELLIGENCE.

ARRIVED AT HONOLULU.

Tuesday, January 10.
 Stmr. Mauna Loa, Simerson, 18 hrs. from Kailua, 7 hrs. from Lahaina; 8,250 bags sugar, 596 bags coffee, various; 32 head cattle, Metropolitan Meat Co.
 Stmr. J. A. Cummins, Searle, 6 hrs. from Waimanalo.

Wednesday, January 11.
 Stmr. Noeua, Pederson, 13 hrs. from Eleale; 2,250 bags sugar, Alexander & Baldwin; 1,900 bags sugar to H. Waterhouse & Co.
 Stmr. Ke Au Hou, Mosher, 15 hrs. from Hanalei; 4,239 bags sugar, Hyman Bros., J. A. Hopper and Wong Kwai.

Thursday, January 12.
 Stmr. Kilauea Hou, Mitchell, 13 hrs. from Kihel.
 Schr. Concord, Harris, 11 hrs. from Kaunakakai.
 Stmr. Mikahala, Thompson, 13 hrs. from Hanamau; 4,711 bags sugar to H. Hackfeld & Co.
 Stmr. J. A. Cummins, Searle, 6 hrs. from Waimanalo.

Stmr. Walaalea, Green, 13 hrs. from Hanamau; 3,640 bags sugar to H. Hackfeld & Co.
 Stmr. Kaula, Bruhn, 18 1/2 hrs. from Kaunakakai.
 Stmr. Iwa, George, 12 hrs. from Kohala.

SAILED FROM HONOLULU.

Tuesday, January 10.
 Stmr. W. G. Hall, Haglund, Nawiliwili.
 Stmr. Maui, Freeman, Kahului.
 Stmr. Lehua, Bennet, Molokai.
 Stmr. Kilauea, Thompson, Hanamau.

Wednesday, January 11.
 Stmr. Kilauea, Clark, Hilo.
 Stmr. Iwaleia, Gregory, Honokaa.
 Stmr. J. A. Cummins, Searle, Waimanalo.
 Schr. Lady, Martin, Koolau.

Thursday, January 12.
 Stmr. Ke Au Hou, Mosher, Makaweli.
 Schr. Mokulele, Townsend, Hilo.
 Stmr. Noeua, Pederson, Koloa.
 Am. schr. Esther Buhne, Anderson, San Francisco.
 Am. bk. Mohican, Saunders, San Francisco.
 Stmr. Kaula, Bruhn, Hanamau.

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PASSENGERS.

Arrived.

From Maui and Hawaii ports, per stmr. Mauna Loa, Jan. 10.—J. H. McGowan and wife, N. B. Duntun, J. Sylva, Jr., J. Gaepar, Jr., Miss M. Maheua, J. D. Paris, Jr., J. R. Paris, Jr., W. A. Greenwell, J. Greenwell, W. Lishtenberg, E. W. Griswald, Kaelikau and wife, Mr. Shibayama, G. McDougall, Jr., W. Kaidawa, A. Fernandez, Dr. Atcherly, Mrs. Hoeg and son.
 Per stmr. Lehua, from Molokai, Jan. 8.—Kenneth Brown, Kenneth Atkinson, Dr. Mouritz, Miss Lampman, Miss Ross, Mrs. T. Sorenson, Miss A. Sorenson, Miss B. Sorenson, Miss A. Sorenson, W. A. Meyer, W. Jose.

From Eleale, per stmr. Noeua, Jan. 11.—Mrs. Q. H. Berry.

From Hanalei, per stmr. Ke Au Hou, Jan. 11.—Master P. Deyveril.

From Hanamau, per stmr. Mikahala, Jan. 12.—P. R. Isenberg.

From Hanamau, per stmr. Walaalea, Jan. 12.—F. Gomes, Mr. Muir.

Departed.

For Kaula, per stmr. W. G. Hall, Jan. 10.—A. B. Camp, Miss Finkler, Miss Sharp, C. Makani, H. Achong, C. B. Hofgaard, C. Day, Dr. Walters, W. W. Needham, Mrs. Hardwick, W. G. Weight, Dr. O. E. Wall, A. J. Smith, E. Chick.

For Maui ports, per stmr. Maui, Jan. 10.—Hana: C. Boote, J. Cook, Kahului: Mrs. Kesla and two children, Mrs. Kihia, Miss Hadley, G. F. Nichols, J. Duda, S. Fukuda, Y. Fukuda, Father Ulrich, Rt. Rev. Bishop Gulstan, Father Aloys. Lahaina: F. W. Abbott.

For Molokai, per stmr. Lehua, Jan. 10.—Wm. Auld, wife and child.

For Hawaii, per stmr. Iwaleia, Jan. 11.—L. R. Medeiros and wife, Mrs. Sylva, A. Askew, J. Vincent.

For Maui and Hawaii, per stmr. Kilauea, Jan. 11.—J. H. Moragne, Henry Babbitt, Harry Hapal, William Brown, T. R. Keyworth, R. F. Lange, Mrs. E. G. Hitchcock, Miss Ella Dudoit, Mrs. Charles Dudoit, T. Wolf, C. N. Burns, Dr. Grace, Judge Stanley, L. B. Nutting and wife, Mrs. Nakulua and two children, J. G. Rothwell, A. W. Carter, Walter Douglas, W. P. Whitley, Paul Isenberg, Karl Isenberg, Miss Isenberg, Mrs. H. K. Brown, Charles Farden, J. Godfrey, R. E. Glazer, wife and daughter, D. B. Smith, Mr. Spencer, W. A. Wall, F. Northrup, F. F. Smith and wife, George Brand, C. Higbee, Capt. W. L. Josselyn, Mrs. Pangelman and child, Mrs. C. L. Carter, R. Scott, Miss Nita Wilder, Maj. Davis.

For San Francisco, per bk. Mohican, Jan. 12.—A. P. Heise.

VESSELS IN PORT.

ARMY AND NAVY.

Am. sh. Tacoma, Pederson, San Francisco, Jan. 5.

MERCHANTMEN.

(This list does not include coasters.)
 Haw. bk. Andrew Welch, Drew, San Francisco, Nov. 10.
 Am. sp. Volante, Allen, San Francisco, Nov. 11.

Am. ship St. Francis, Winn, Norfolk, Nov. 15.
 Br. bk. Woolahra, Barnesson, Newcastle, Dec. 4.
 Ger. bk. J. C. Pfleger, Hoever, Bremen, Dec. 9.

Am. stmr. City of Columbia, Milnor, Hilo, Dec. 11.
 Br. bk. Dominion, Jones, Baltimore, Dec. 13.

Haw. bk. Hawaiian Isles, Kustel, Newcastle, Dec. 15.
 Am. bk. Snow and Burgess, Mortenson, Newcastle, Dec. 15.

Haw. ship Port George, Morse, Newcastle, Dec. 17.
 Am. bk. Alden Besse, Potter, San Francisco, Dec. 19.

Haw. bk. Nuanu, Josselyn, New York, Dec. 19.
 Am. bktn. W. H. Diamond, Nilson, San Francisco, Dec. 28.

Am. ship W. F. Babcock, Colley, Baltimore, Dec. 23.
 Haw. bk. Diamond Head, Ward, Nanaimo, Dec. 29.

Am. schr. Spokane, Jamieson, Port Ludlow, Dec. 29.
 Haw. bk. Willscott, Peabody, Nanaimo, Dec. 29.

Haw. bk. R. P. Rithet, Calhoun, San Francisco, Dec. 30.
 Am. bktn. Irigard, Schmidt, San Francisco, Dec. 30.

Am. brig J. D. Spreckels, Christianson, San Francisco, Dec. 30.
 Br. bk. Dominion, Berquish, Newcastle, Jan. 3.

Am. schr. Alice Cooke, Penhallow, Port Townsend, Jan. 3.
 Br. bk. Anamba, Hardeh, Liverpool, Jan. 3.

Am. bk. S. C. Allen, Johnson, San Francisco, Jan. 7.
 Am. bk. St. Katherine, Matthews, Nanaimo, Jan. 8.

The St. Katherine commences discharging coal at Dillingham's wharf next Monday. The cargo is 1,700 tons, all destined for Oahu plantation. Wharfinger Frank Bergstrom has the contract for unloading the St. Katherine.

The new sugar carrier for use at the Oahu terminus is approaching completion. It is wholly automatic, including a battery-operated, a new device, a part of some of the clever railway engineers. The carrier will be used to move sugar from the warehouse to the ships direct.

NOTICE TO SHIPMASTERS.

By communicating with the Branch Hydrographic Office in San Francisco, Cal.

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WHARF AND WAVE.

China tonight.

Rough weather on the Kaula coast. Pacific mill started grinding January 9th.

The United States ship Tacoma is taking on ballast.

The steamer James Makee is weather-bound at Hanamau.

The Lennox from Yokohama for Portland is due January 20th.

Strong easterly winds and swells are reported in the Kaula channel.

A Pearl Harbor shark fishing party for next Sunday is being organized.

Four ships were discharging simultaneously at the railway for some days this week.

The St. Francis commences loading Ewa and Walaalea sugar for the New York refinery today.

The Esther Buhne sailed for San Francisco yesterday with 7,458 bags of sugar valued at \$33,289.

The schooner Spokane is discharging a cargo of lumber at the railway wharf for the Honolulu Sugar Co.

The S. S. Garonne is due here from the Sound on the 21st, but according to letters received may be three days late.

Capt. Garland, who is slated as assistant harbor master, was still attending to his duties as customs inspector yesterday.

The steamer Iwa brought 450 sacks of rice from Koolau yesterday and sails at 2 o'clock this afternoon for Kahana, Punaluu and Hanalei.

While attempting to sail through the channel yesterday the bark Monkan ran on the mud. She was finally towed to sea by the tug Eleu.

The J. C. Pfleger has finished discharging her cargo and is now loading Ewa and Kahuku sugar and will sail for San Francisco next week.

The bark Snow & Burgess finishes discharging her cargo of coal tomorrow and will sail probably the day following for Puget Sound, in ballast.

Capt. Garland, late of the missionary packet Morning Star, has been appointed assistant harbor master here and was on duty with Capt. Fuller yesterday.

The steamer Kaula, which put into Honolulu yesterday en route to Hanamau from Lahaina with her boiler leaking, sailed for her destination at 5 o'clock last evening.

Island steamers sailing today are the Mauna Loa, Simerson, for Lahaina, Kona and Kau, at 10 a. m.; and Mikahala, Thompson, for Makaweli, Waima and Kekaha, at 4 p. m.

Geo. C. Stratemeyer, the port surveyor, has utilized his skill with the pen by preparing a set of plans to make changes that will improve the freight handling facilities at the Pacific Mail wharf.

The New Business Building.

In front of the Orpheum on Fort street, Bruce Waring & Co. will erect a new store building, work to begin as soon as Mr. Desky returns from the coast. There will be five stores from the sidewalk and upstairs there will be thirty-four rooms for offices and lodgings. Mr. Walter C. Weedon is attending to the preliminary work. Some of the tenants of the present buildings on the site object to the improvement, for it is with the greatest difficulty that they have been able to secure new quarters. For the entrance to the Orpheum theater there will be an artistic archway.

RESORT IN JAPAN.

WASHINGTON, Dec. 28.—The Secretary of War has received a recommendation from Surgeon General Sternberg for the establishment of an army sanitarium at Nagasaki, Japan, for the use of the United States troops at Manila. The recommendation has not yet been approved, but it is looked upon with much favor, owing to the desirability of having such a sanitarium well away from the Philippines and from any possible epidemic that may arise there. It would require the consent of the Japanese Government, but little doubt exists that this will be given. The climate in this Japanese locality is very salubrious and bracing, and is in every way better than that about Manila, particularly for the sick and convalescing.

BORN.

McKEAGUE.—In Honolulu, January 10, 1899, to the wife of James H. McKague, a daughter.

ELECTION OF OFFICERS.

AT A MEETING OF THE HAWAIIAN LAND CO. LTD. held on the 11th inst., the following were elected officers for the ensuing year:

President W. C. Acl
 Vice President J. K. Kahookano
 Treasurer Jesse Makani
 Secretary Enoch Johnson
 Auditor Geo. L. Desha
 Manager W. C. Acl

Board of Directors: Jesse Makani, J. K. Kahookano and J. W. Biplikano.

ENOCH JOHNSON
 Secretary Hawaiian Land Co. Ltd.
 Honolulu January 12th 1899
 2636-31F

NOTICE TO CREDITORS.